

From: Tracy Tallman
To: [Davis, Kris](#)
Subject: Point Wells Comments
Date: Tuesday, May 15, 2018 6:45:28 PM
Attachments: [Point Wells - Jan 18 1912 Standard Oil Barge Arrives On Sound.pdf](#)
[Point Wells - Oct 13 1912 Fertilizer Plant Enjoined.pdf](#)
[Point Wells - July 5 1912 156000 barrels of Fuel Oil Brought In.pdf](#)
[Point Wells - April 9 1912 Oil Company Plans Big Storage Plant.pdf](#)
[Point Wells - March 24 1912 Oil Companies to Build.pdf](#)

Hello,

I'm hoping this is the right place to send comments for the public record on the Point Wells project.

I am against the project in the scale proposed for the following reasons:

1. The project is too dense for the surrounding neighborhoods, both Woodway and Richmond Beach.
2. Road access is limited to and from the project area by the single-lane roads from both the north and the south.
3. The land there is primarily fill that was brought in when the original gas refueling plant was built in 1912 by Standard Oil.

Attached are the pages containing the articles in the Seattle Daily Times regarding the establishment of the site as a gasoline depot.

Please do not allow this project to proceed as designed. I live in Edmonds, but I own property on Richmond Beach Drive in Shoreline and do not want it destroyed.

Thank you.

Tracy Tallman

24208 100th Ave. West
Edmonds, WA 98020



Virus-free. www.avast.com

STEAMSHIP GOVERNOR WILL BE OVERHAULED

Pacific Coast Liner Leaves for South Tonight on Her Last Voyage Prior to Annual Ship Cleaning.

WORK TO BE DONE
IN SAN FRANCISCO

Queen Will Take Run of Crack
Passenger Vessel for Two
Round Trips While Latter Is
Out of Commission.

[illegible]

of the Governor will start on their annual vacations. No extensive repairs will be necessary on the Governor, as she is in first-class shape and will only require the usual painting, general overhauling and inspection.

DOCK STRIKES CAUSE

LEAN SHIPPING YARDS

During 1911 arrivals of steamships at Boston from foreign ports numbered 1,078. In 1910 there were 1,065 arrivals. These figures include passenger steamships from provincial ports and from the West Indies. The difference in favor of 1911 might have been greater had it not been for the dock strikes in Europe and the health and war conditions in the West Indies. The *Albatross*, Cunarder, the *Franconia*, ran in the service for several months, owing to the accident to the *Ivernia*. There were 223 arrivals of sailing vessels from foreign

passengers, including 600 Chinese coolie laborers. Foreign births included twelve ships. During the previous twelve months sailing craft arrivals included 17,890 passengers, 12,270 cargo ships and one brig. Passenger traffic from alien ports totaled 11,651, including 1,214 Chinese coolies, 2,755 and 27,558 first class passengers. In 1910 the total number of passengers was 16,495, consisting of 1,214 Chinese seamen, 16,495 second class and 64,293 steerage. The large decrease was due to the fact that the majority of the immigrants arriving from Europe while sailing craft fell off to the extent 3,000. The number of foreign traveling showed an appreciable gain of more than 2,000. There were only thirty-nine stowaways in 1911, as compared with fifty in 1910.

SCHOONER C. A. THAYER

LIBELED FOR \$9,000
—SAN FRANCISCO, Thursday, Jan. 18.—Salvage of \$9,000 on the schooner C. A. Thayer is asked in a libel filed by E. S. Hicks, managing owner of the steam schooner J. E. Stetson. The Stetson picked up the Thayer twenty-five miles north of Cape Mendocino, a sinking condition, and brought her into port here. The application sets forth that the rescue was made at great peril to the Stetson, her crew and

cargo.

How Wrinkles Are Caused—And Removed

(From American Home.)


"Why did no one think of this before?" writes a clear-thinking reader. "Wrinkles are caused by the skin becoming loose. Obviously the remedy is to tighten the skin. Equally it is obvious that the only thing which will tighten the skin is a powerful astringent."

"Now, it is well known that the only powerful astringent which is absolutely harmless and beneficial as well, is pure dissolved saxolite, obtainable from any druggist. Dissolve one ounce in a half pint of witch hazel. Bathe the face in it daily and—behold! The result is almost magical. The skin becomes firm and smooth, the face feels snug, comfortable and solid, instead of loose and flabby. Simple, isn't it? As I asked—why did no one think of it before?"

"One should be careful, however, to use no other astringents than pure saxolite, as the former do no good and are really injurious more often than not."

The Intenso GAS ARC

HAS REVOLUTIONIZED



STORE LIGHTING

Colors show
same as day-
light.

Installed
free of
charge to
consumer.

Our illumi-
nating
engineer is
at your
service.

Phone us.

Seattle Lighting Co.
1314 Fourth Avenue
Main 6267

REALTY AND TRADE SITUATION IN SEATTLE AND NORTHWEST

OIL COMPANIES BUILD FOR NEEDS OF FUTURE

Two Great Corporations Erect Storage Tanks at Wells Point, Anticipating Opening of Panama Canal.

SOME FOR FUEL OIL, OTHERS FOR GASOLINE

Foreign Company Sees in American Automobile and Motor Boat Trade Chance to Sell Its Product.

LONG in advance of the city of Seattle, the port of Seattle district, or of any other business corporation, in anticipating the increased business that the next few years will bring to the Northwest, two great corporations whose business is the sale of oil in its various forms for months have been building near Richmond Beach oil storage tanks which will be completed within the next sixty days and which will make their owners the first to be prepared for the opening of the Panama Canal.

One of these corporations is the Western branch of the Standard Oil Company, now dissolved, known as the Standard Oil Company of California. The other is a foreign corporation, variously known as the American and Oriental Oil Company, the Asiatic Oil Company, and the Shell-Royal Dutch Company. The two companies are building side by side at Wells Point, fourteen miles north of Seattle and one mile north of Richmond Beach.

The Standard Oil Company improvements represent the greater investment and are in a further advanced stage of construction. The tanks built by the foreign company are of a different type, and are of a different size.

Ambitious Program Begun.
The company now is constructing the first unit of what it plans to make eventually the largest and most extensive oil storage plant in the country. This consists of six tanks for the storing of fuel oil for steamships, the tanks having a total capacity of 300,000 barrels. Four of them will have a capacity of 50,000 barrels each, and the two others will be of a different size.

A dock 400 feet long also has been completed. With a depth, at the end, of forty feet, the dock is a low tide, it will accommodate the largest vessels afloat.

A concrete pump house, almost finished, will be equipped with two pumps, each of which will discharge fuel oil into steamships at the dock at the rate of 2,000 barrels per hour. A concrete boiler house, now building, will be equipped with two boilers of 100 horse-power each.

A spur track, 950 feet long, connecting with the main line of the Great Northern Railway, will give the company as great facilities in land transportation as its splendid dock facilities will give it on water. Above the track the company owns seventeen acres of land, which rises to an elevation of 300 feet, and on which spring water is abundant. A pipe line will be built to furnish water for the boiler house and for the accommodation of steamships taking on oil.

Site Was Long Wanted.
The Standard Oil Company, for years, has been seeking a site for a storage plant from which to supply the Northwest. The need of such a site became even more apparent after the beginning of the oil shortage in the Pacific Northwest. The company has been investigating all points on Puget Sound that had been made, representative of the oil industry, and has been looking for a site that would be suitable for the storage of oil.

The Standard Oil Company, for years, has been seeking a site for a storage plant from which to supply the Northwest. The need of such a site became even more apparent after the beginning of the oil shortage in the Pacific Northwest. The company has been investigating all points on Puget Sound that had been made, representative of the oil industry, and has been looking for a site that would be suitable for the storage of oil.

The Standard Oil Company, for years, has been seeking a site for a storage plant from which to supply the Northwest. The need of such a site became even more apparent after the beginning of the oil shortage in the Pacific Northwest. The company has been investigating all points on Puget Sound that had been made, representative of the oil industry, and has been looking for a site that would be suitable for the storage of oil.

The Standard Oil Company, for years, has been seeking a site for a storage plant from which to supply the Northwest. The need of such a site became even more apparent after the beginning of the oil shortage in the Pacific Northwest. The company has been investigating all points on Puget Sound that had been made, representative of the oil industry, and has been looking for a site that would be suitable for the storage of oil.

The Standard Oil Company, for years, has been seeking a site for a storage plant from which to supply the Northwest. The need of such a site became even more apparent after the beginning of the oil shortage in the Pacific Northwest. The company has been investigating all points on Puget Sound that had been made, representative of the oil industry, and has been looking for a site that would be suitable for the storage of oil.

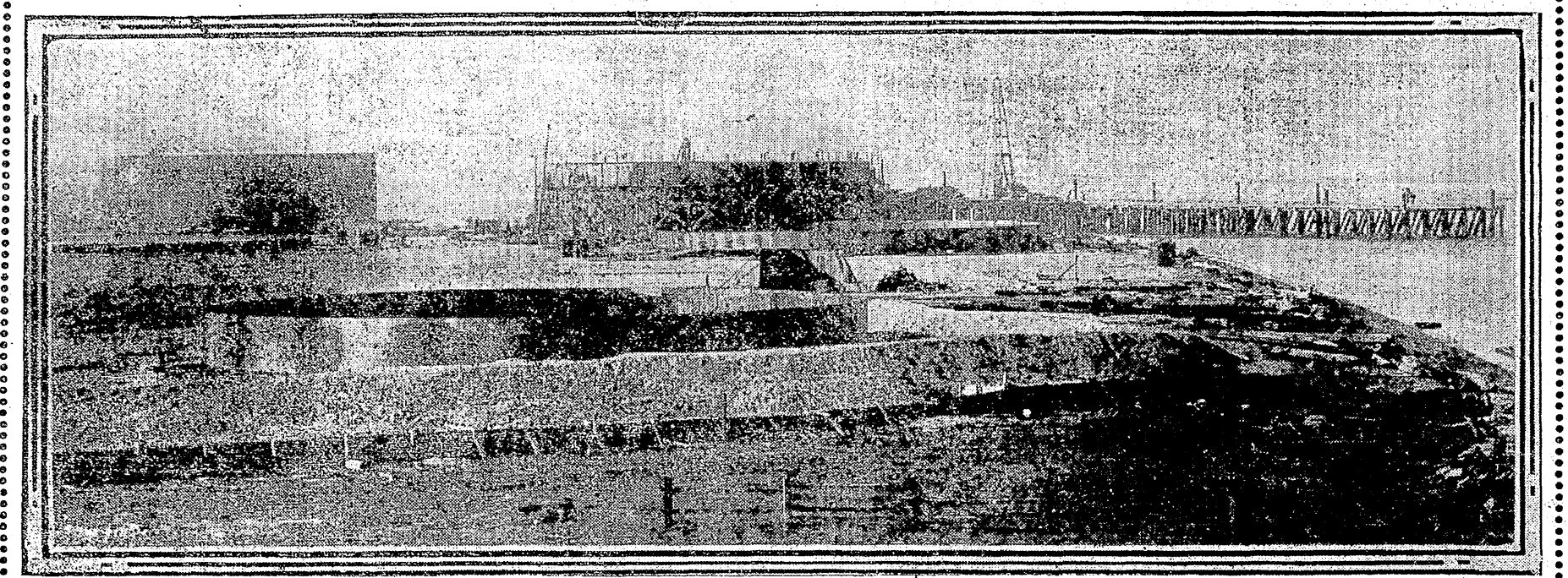
The Standard Oil Company, for years, has been seeking a site for a storage plant from which to supply the Northwest. The need of such a site became even more apparent after the beginning of the oil shortage in the Pacific Northwest. The company has been investigating all points on Puget Sound that had been made, representative of the oil industry, and has been looking for a site that would be suitable for the storage of oil.

The Standard Oil Company, for years, has been seeking a site for a storage plant from which to supply the Northwest. The need of such a site became even more apparent after the beginning of the oil shortage in the Pacific Northwest. The company has been investigating all points on Puget Sound that had been made, representative of the oil industry, and has been looking for a site that would be suitable for the storage of oil.

The Standard Oil Company, for years, has been seeking a site for a storage plant from which to supply the Northwest. The need of such a site became even more apparent after the beginning of the oil shortage in the Pacific Northwest. The company has been investigating all points on Puget Sound that had been made, representative of the oil industry, and has been looking for a site that would be suitable for the storage of oil.

The Standard Oil Company, for years, has been seeking a site for a storage plant from which to supply the Northwest. The need of such a site became even more apparent after the beginning of the oil shortage in the Pacific Northwest. The company has been investigating all points on Puget Sound that had been made, representative of the oil industry, and has been looking for a site that would be suitable for the storage of oil.

Tanks Building at Wells Point for Standard Oil



CATHEDRAL SCHOOL NEARING COMPLETION

Four-Story Structure for St. James Parish Will Be Ready to Receive Children After Easter Vacation.

INDOOR PLAYGROUND IS UNIQUE FEATURE

Situated on the Top Floor, Atmosphere and Equipment Will Be That of the Usual City Playfield.

FINISHING touches will be put on the new cathedral school of St. James parish during the coming week, and immediately following the Easter vacation the school will be occupied. The school is a four-story structure, covering ground space 53x130 feet, and is situated at the northwest corner of Terry Avenue and Columbia Street. It is built of steel and white-painted brick, conforming in style with St. James Cathedral and the cathedral parsonage, in the same block. It represents a cost of \$70,000.

The first floor is given entirely to an auditorium, which has a seating capacity of 700, and which is provided with a large stage and scenery, adapting it for the first time last Sunday night at a meeting at which James R. Regan, national president of the Ancient Order of Hibernians, gave an address, and will be the scene of a musical and literary entertainment at Easter.

The second and third floors are used for music and class rooms, there being eleven class rooms with a capacity of 200. On the second floor there are four rooms for teachers and students of the school. The third floor has six class rooms.

A feature of the school is the playground, instead of being outside on the street level, is within the building, occupying the entire top floor. It is divided into two parts, for the purpose of segregating the boys and girls, and will be equipped with all of the apparatus on the ordinary playground.

The school will be open to children of both sexes and of all grades, and for the students that attend it will support the public schools. At first its functions will be limited to the primary and intermediate grades, but later the curriculum will cover the usual high school branches.

The present term of school, the first the parish ever has maintained, is at St. Rose Academy, Broadway and Madison Street. The equipment will be moved during the Easter vacation, after which the students will resume their studies in the new building.

New School Built by St. James Cathedral Parish



REALTY STATISTICS.

Real Estate Transfers.		1911.	1912.
2 months	1-537	\$1,350,237.13	
March	1	54,236.44	
March	2	52,910.00	
March	3	58,210.00	
March	4	50,125.00	
March	5	49,952.72	
March	6	68,578.50	
March	7	62,250.00	
March	8	61,465.61	
March	9	72,051.51	
March	10	69,665.05	
March	11	56,890.00	
March	12	59,212.00	
March	13	69,665.05	
March	14	63,704.70	
March	15	32,850.00	
March	16	41,095.40	
March	17	47,837.00	
March	18	47,695.55	
March	19	51,550.00	
March	20	51,550.00	
March	21	13,340.00	

HOME PROPERTY AND ACREAGE IN DEMAND

Oscar E. Jensen & Co., Inc., report a gratifying increase in the demand for medium-priced home properties and a large acreage and healthy call for acreage and ranches.

Their office has made the following sales during the past ten days:
Twenty-nine acres at Snoqualmie, from George Holt to E. F. Agren, \$3,200.
Resale of same property from E. F. Agren to Henry Dillman, \$3,500.
One acre at York Station, Seattle, to E. F. Agren, \$4,500.

One hundred and sixty acre wheat ranch in North Dakota to George Holt, \$3,000.
Lot 22 in block 1, May Addition, with six-room and two-room cottages, from Charles Johnson to A. Botting, \$2,000.
Twenty-five acres at Maple Valley, to Thomas H. Cann, Jr., \$1,250.
Two acres, Hadley's Acre Tracts, to Catherine Johnson, \$900.

Lot 12, block 15, York Addition, with cottage, to H. E. Williams, \$2,500.
Part lots 7, 8 and 9, block 27, Wood's South Shore Division Green Lake, to Catherine Grass, with seven-room modern house, \$4,500.

DEPOT FOR WALLA WALLA

The Northern Pacific Railway Company is preparing to build a \$50,000 depot in Walla Walla. Approximately \$150,000 more will be spent in new tracks and yards.

BANK BUILDING DESIGNED

Beezer Brothers, Seattle architects, have prepared plans for a new bank building to be built on the First National Bank of Bend, Ore. The building will be a two-story high, constructed of stone and brick, and will cost \$25,000.

Seek New Scale.

The National Women's Trades Union League will soon start a national campaign for a minimum wage scale for 5,000,000 women workers in this country.

FREE TOLLS WANTED BY SEATTLE SHIPPERS

Transportation Bureau of Chamber of Commerce Believes American Vessels Should Be Exempt From Tax

CANAL WORTH PRICE FOR DEFENSE ALONE

Assertion Is Made That to Tax Ships in Coastwise Trade Would Be to Make Present Generation Pay Bill.

Messages urging the necessity of allowing American vessels engaged in coastwise traffic to use the Panama Canal, when completed, without the payment of tolls, recently were sent by the transportation bureau of the New Seattle Chamber of Commerce to members of the House of Representatives' committee on interstate and oceanic commerce and to Washington's representatives and senators at the national capital. The messages were sent by W. A. Mears, manager of the transportation bureau, following a meeting of the members, who declared that the subject of free tolls is one on which rests the future of Pacific Coast shipping.

Members of the bureau and Mr. Mears, its manager, take the standpoint that the advantages of the canal alone for defensive purposes in time of war justify its construction; that free tolls are required to build up a waning merchant marine, and that to tax American ships engaged in coastwise trade would be to impose upon the present generation the task of paying the entire cost of the great enterprise.

Everyone remembers the necessity of calling the Oregon into this coast to Cuba at the outbreak of the Spanish-American war, says Mr. Mears, "the sensational run she accomplished through the Straits of Magellan, and the feeling of relief that came over every patriotic American when that tremendous voyage was completed and the Oregon arrived at her destination."

Oregon Eyes Opened.

"Had we been at war with any first-class power, our unprotected Pacific Coast would have been attacked and our West coast cities destroyed before assistance could have been rendered. This opened our eyes to the situation. I have no hesitation in saying that the largest influence on our action in taking the great enterprise in hand. Therefore, if any reasoning is correct, the greatest end to be obtained in building this canal was self-protection—the ability to defend ourselves from all quarters at the same time."

"What was the next great end to be obtained? Manifestly to stimulate and greatly increase our interstate commerce by water; to allow the manufacturers and producers of one section of the country to freely, speedily and cheaply ship their products to another section by water; to open a route by which the cities of the Pacific Coast, the Gulf of Mexico, the Pacific Coast, and even the cities on the Mississippi, Missouri and Ohio Rivers could exchange their manufactures and their products with as little expense as possible."

The Ends Sought.
"These are the two great ends sought. There were many other ends, such as the promotion of trade between the ports of the United States and the ports on both sides of South America, and of more particular importance, perhaps, the opening up to New York and other Atlantic Coast ports of a shorter route to the ports of Australia, New Zealand, China, Japan, India, the Straits Settlements and all other Oriental countries. It is therefore astonishing that writers on the Atlantic Coast should support the idea, as they have done, that the commerce of the various states of the Union should be hampered by a canal toll of \$2 a ton, simply with the avowed purpose of preventing a diminution of the revenue of transcontinental railroads."

The United States spends millions of dollars annually improving our rivers and harbors. It is therefore not surprising that the United States should improve our rivers and harbors, but the people who are most interested in the improvement of our rivers and harbors are the people who are most interested in the improvement of our rivers and harbors.

Some Deadly Parallels.
"What would New York say if all the money spent by the government in improving its canals to the open sea should be repaid to the government by a direct charge on the tonnage passing through those canals? Does anyone imagine that if the government entered into the project of developing the Mississippi River channel, so that the commerce of Chicago, St. Louis and the Mississippi Valley should float down that stream to the sea, that those cities and the contiguous territory should pay the bill?"

"What about tolls through the St. Mary's Falls Canal, commonly known as the Soo Canal? The state of Michigan built it. The government took it over and enlarged it, expending large sums of money on it. In 1885 an act was passed by Congress abolishing all tolls on government-owned canals and thirty years after that date the government took this canal over from the state of Michigan and spent its money on it."

"Why did the government pass that legislation? What would the New York shipper think about imposing tolls on his traffic through it? What would he, the shipper, think about imposing tolls on his traffic through it? What would he, the shipper, think about imposing tolls on his traffic through it?"

"How then, can any man as did Roger W. Babson, in an article in the New York Times, September 17, 1911, entitled 'The Panama Canal's Effect on Transcontinental Railroads,' advocate that the charge through the Panama Canal for our coastwise traffic should be \$2 a ton? How can he advocate any charge?"

NATION DEPENDS ON SEATTLE FOR HALIBUT

From Queen City Goes Nine-Tenths of All This Fish the Country Consumes, Says Government Agent.

WATERS OF ATLANTIC ALMOST FISHED OUT

Catch There So Light That Even New England Now Is Forced to Draw on Supply of Pacific Coast.

That nine-tenths of the halibut that the nation eats is shipped from Seattle and that the country more and more each year looks to the Northwest for its supply of one of the greatest of the food fishes is the interesting statement made by John N. Cobb, agent of the Alaska Fisheries Service, which was created by the Bureau of Fisheries July 1, 1911, and placed in charge of the fishing in Alaskan waters. Mr. Cobb is now in Seattle preparing for his annual trip to Alaska and purchasing some of the equipment which is required by the growth of the functions and work of the service.

"The waters of the Atlantic Ocean have been so nearly fished out, says Mr. Cobb, that the season's catch of halibut is but a titbit of what it once was, and the fishermen along the coast cannot even supply the demand for halibut in Coast cities. Even Boston, not far from the coast, is now importing halibut from the Pacific Coast, notwithstanding the New England waters once were reputed the finest halibut grounds in the world. I doubt whether this season's catch for the entire Atlantic Coast will reach 4,000,000 pounds."

The state of Washington, which of course means Puget Sound, is now the great halibut producing area. Last year Washington last year produced 3,949,470 pounds of halibut, valued at \$1,485,468.

Alaska's catch last year amounted to 1,815,571 pounds, and was worth \$822,370. There were employed in the industry in Alaska last year sixty-two vessels, valued at \$695,870. In addition to eighty-seven power boats and launches under five tons, valued at \$150,625. The industry gave employment to 651 persons. The toll line used alone was worth \$32,232.

"Last year, for the first time in the history of Alaska fishing, there was a floating freezing plant in operation. This was the Mesta Nelson, which was brought up from San Francisco. She was stationed at Kodiak, where she froze both salmon and halibut. The experiment was so successful that she is now outfitting at San Francisco, preparing to go back for the coming season."

Canal Is to Assist.
"It is not the province of our government to protect the railroads from the advantages to be derived by our own people by the building of our own canal, and thus to defeat one of the prime objects of its construction. We are constructing the canal to assist our people in intercommunal trade, and no one says that it shall be so operated as to defeat that one of the aims for which it is being constructed."

"Let us not, moreover, be in such a hurry to lay the tax for all this on the present generation of taxpayers. Let us show—the very people now living, who conceived and warranted the execution of this great task, it makes no difference whether the canal pays its cost of operation or not. We have constructed our naval defenses in time of war. We shall no longer be forced to send our Dreadnoughts around Cape Horn in time of emergency."

"This alone is worth what it costs to operate the canal, whether we charge anybody any toll or not. It is certainly worth enough to us living Americans, so that we may allow ourselves the privilege of utilizing the canal for our own ships and under our own flag, our property free of charge to the Americans who use it."

BANK CLEARINGS.

1911.		1912.
2 mos.	\$80,150,270.04	\$86,570,920.64
March	2,453,666.91	2,261,652.42
March	1,707,357.75	1,707,357.75
March	1,350,223.23	1,350,223.23
March	1,809,237.95	1,809,237.95
March	1,881,784.92	1,881,784.92
March	1,350,223.23	1,350,223.23
March	1,720,906.52	1,720,906.52
March	1,655,470.96	1,655,470.96
March	1,510,492.45	1,510,492.45
March	1,948,646.82	1,948,646.82
March	2,272,495.63	2,272,495.63
March	2,370,055.02	2,370,055.02
March	2,251,758.84	2,251,758.84
March	1,824,427.33	1,824,427.33
March	1,885,600.22	1,885,600.22
March	1,845,122.00	1,845,122.00
March	2,277,166.36	2,277,166.36
March	1,782,390.90	1,782,390.90
March	1,782,390.90	1,782,390.90

PLANS FOR FOUR NEW BUILDINGS ANNOUNCED

Structures, Contemplated Will Cost \$870,000; Further Indicating Big Year in Construction Work.

COST OF LARGEST WILL EXCEED HALF-MILLION

Washington Securities Company Will Erect First Unit of Building to Cover Block in Regrade District.

Further evidence of the beginning of another year in building construction in Seattle is contained in announcements made during the past week of plans to build four new buildings whose cost will reach \$870,000.

Chief among the number will be the building which the Washington Securities Company will construct in the coming summer in the block bounded by Third Avenue, Fourth, Stewart Street and Virginia Street. The building will be the first unit of a building ten stories high, which ultimately will cover the entire block. The cost of the first unit will be in the neighborhood of the \$500,000. The remainder of the block, at the same time, will be covered with a one-story structure, as the neighborhood grows and conditions warrant. It is to be torn away to make room for others of the same class of which the big building will consist, when completed.

Plans for the building were drawn by F. Allen, the Seattle architect who is in charge of the construction of buildings at the San Diego Exposition. Mr. Allen, who is now in Seattle, is busy for the time being with the Washington Securities Company wishes to begin building soon. It is likely that another architect will be selected to take charge of the construction. The director will meet Monday to take action looking to the immediate beginning of work.

At the extreme south end of the business section, in the heart of the Jackson Street regrade district, there will be built a nine-story hotel at the northeast corner of Sixth Avenue South and Jackson Street. The building will be erected by the M. Furuya Company, Inc., one of the largest Japanese importing companies in the Northwest. The ground floor will be devoted to commercial purposes, the greater part to be occupied by the Japanese Commercial Bank and the store of the M. Furuya Company. The offices of the importing company will be situated on the second floor, and the remaining seven stories will be used for a high-class Japanese hotel.

The building will be of reinforced concrete construction, faced with brick and terra cotta, and will cost \$250,000. It will occupy a site 120x120 feet, formerly owned by Moritz Thompson. The building will be not only the largest improvement yet made in the Jackson Street regrade district, but will be the largest ever made in Seattle by Oriental capital.

Announcement also was made that Seattle Knights of Columbus will erect a three-story concrete hotel and club building on some site that will be selected during the coming week. Its cost will be approximately \$70,000. The ground floor will be used for stores, and the upper floors for the lodge and club rooms of the order. The building committee composed of Daniel Kelleher, John D. Carmody, J. T. Heffernan, George J. Danz and P. J. McHugh is in charge of the building. Financial arrangements already have been completed, and work will begin as soon as plans shall have been drawn.

The first of the four new structures to be started will be the new club building which the Metropolitan Building Company will erect for the Seattle College Club. The building will be a height of two stories and basement, covering ground space 60x120 feet, and will be situated at the northwest corner of Third Avenue and Seneca Street. It will be built of red pressed brick. The basement will be retained by the Metropolitan Building Company. The first floor will contain a dining room, kitchen, library, lounge room and board room. The upper floor will be used for sleeping rooms, of which there will be twenty-three.

The work of clearing the ground already has begun and J. F. Douglas, secretary of the Metropolitan Building Company, says the structure will be completed by June 1.

WEEK'S BUILDING PERMITS

Building permits issued by the city building department for the week ending Friday, March 22, numbered 229, representing total estimated costs of \$148,730. Fifty-six of the number were for detached residences, representing estimated costs of \$75,200.

Could Be Worse.

Civilization hasn't demoralized the human race nearly as much as it might have.

ART-CRAFT BUILDERS' DUNGALOW HARDWARE

Seattle Trade Supplied by
Green Lake Hardware Co.
Motor Hardware Co.
Paysee Hardware Co.
Schwabacher Hardware Co.
Seattle Hardware Co.
Spelger & Hurlbut.
Union Hardware Co.
Whitton Hardware Co.

SEE SPECIAL DISPLAY today and Monday in windows of
Spelger & Hurlbut
Second Ave. and Union St.
Catalogue mailed to prospective home-builders
Art Hardware & Mfg. Co.
928-930 First Ave. S.,
Seattle, Wash.

ALONG THE WATER FRONT

BRITISH MONARCH TO FLY JAPANESE FLAG

Osaka Shoshen Kaisha Purchases Well-Known Freighter in England and Will Use Her in Various Services.

LUZON MARU WILL BE NEW NAME OF VESSEL

Many Old-Time Steamships Bought by Oriental Shipping Companies in Europe During Past Few Months.

The latest purchase of the Japanese steamship company is none other than the Lusitania, which is being overhauled before leaving for Japan to enter her new service. Captain Thompson, formerly master of the Tacoma Maru, is in the Japanese to Puget Sound service. It is expected that the Lusitania will be christened Luzon Maru to the Pacific.

The new addition to the Osaka Shoshen Kaisha is a steel-hulled steamship, with one steel deck and a spar deck of 2,312 tons. She was built by Russell & Sons, of Port Glasgow, in 1902. The dimensions are: Length, 345.1 feet; breadth, 48.0 feet; depth, 17.4 feet; and a cargo capacity of 7,000 tons.

Many Many Old Ships.

Many old-time British freighters have been purchased the last few years by Japanese firms. The Osaka Shoshen Kaisha has been very busy in the Pacific waters has been very busy in the Pacific waters has been very busy in the Pacific waters. The Osaka Shoshen Kaisha has been very busy in the Pacific waters has been very busy in the Pacific waters. The Osaka Shoshen Kaisha has been very busy in the Pacific waters has been very busy in the Pacific waters.

TRANSPACIFIC LINERS WILL ARRIVE TONIGHT

Having arrived at Victoria, B. C., today, two big trans-Pacific liners, the Tacoma Maru and the Osaka Shoshen Kaisha, will arrive in Seattle tonight, with passengers and cargo from the Far East. The Tacoma Maru, which is owned by the Nippon Yusen Kaisha, passed Cape Henry in the Pacific yesterday, and reached Victoria in the morning. The Osaka Shoshen Kaisha, which is owned by the Osaka Shoshen Kaisha, passed Cape Henry in the Pacific yesterday, and reached Victoria in the morning.

Dolly—"I have decided to remain single and retain my liberty."

Dolly—"I have decided to marry and obtain mine."

Observations taken at 5 a. m., 75th meridian time, at all stations.

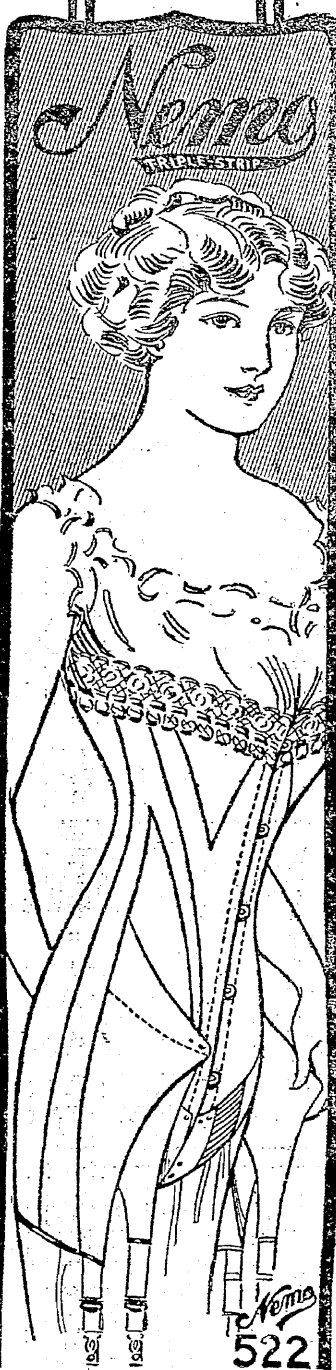
STATIONS.	Wind.	Direction.	Force.	Clouds.	Temperature.	Humidity.	Barometer.	Visibility.	Remarks.
Seattle	SW	10	100	60	50	70	30.0	10	Clear
Portland	SW	10	100	60	50	70	30.0	10	Clear
Vancouver	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
Los Angeles	SW	10	100	60	50	70	30.0	10	Clear
San Diego	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear
San Carlos	SW	10	100	60	50	70	30.0	10	Clear
San Mateo	SW	10	100	60	50	70	30.0	10	Clear
San Francisco	SW	10	100	60	50	70	30.0	10	Clear
San Jose	SW	10	100	60	50	70	30.0	10	Clear
San Pedro	SW	10	100	60	50	70	30.0	10	Clear
San Juan	SW	10	100	60	50	70	30.0	10	Clear
San Luis	SW	10	100	60	50	70	30.0	10	Clear

Plain Corset Talks TO WISE WOMEN

Don't forget that there's a Nemo Corset for every figure. If you have worn a Nemo, and didn't like it, you may be sure that you didn't select a model suitable for your figure; or you tried to wear a size too small—which is always a mistake. Nemo Corsets do things; so they MUST be worn in the right model and the right size—then no other corset is so comfortable, durable and stylish. Therefore—

Be a Wise Woman!

Select a Nemo that SUITS and FITS you. Then you'll always be a Nemo wearer.



BANDLET SELF-REDUCING

For Example:

Here's a corset (No. 522) that has no rival for a figure which needs perfect abdominal support from underneath. It insures splendid style with complete ease. But if you wear it in a size too small, it may be uncomfortable and even painful.

That's not the fault of this splendid corset. It's just somebody's carelessness.

With Improved Bandlet

No. 522—medium bust \$5.00

No. 523—low bust \$5.00

These corsets have brought health to a host of women and saved thousands from the surgeon's knife. Yet they are perfect STYLE corsets.

OTHER NEMOS

For SCOUT Figures

Self-Reducing—with

Hip-Confining Bands:

No. 319—low bust \$3.50

No. 321—medium bust \$3.50

Auto-Massage Device:

No. 353—low bust \$3.50

No. 354—medium bust \$3.50

No. 355—high bust \$3.50

Limb-Extending Extensions:

No. 406—low bust \$4.00

No. 408—medium bust \$4.00

New "In-Curve Back"

No. 506—low bust \$5.00

No. 508—medium bust \$5.00

Be a Wise Woman!

—and deal only with stores that will show you a NEMO when you ask for it.

(B) KOPS BROS., Mrs., New York

HAVE perfect milk for your family by using

NORTHWESTERN PASTEURIZED MILK

12 Quarts for One Dollar

Phone Main 157 and a driver will call.

NORTHWESTERN D'IRY CO.

FROST SAYS BOLTERS ROB SOCIALIST PARTY

Republican Nominee for Congressman - at - Large, Declares Big Bull Moose Seeks Office on Stolen Platform.

DISCUSSES CAMPAIGN ISSUES AT BALLARD

Henry B. Dewey, Candidate for Like Office, Also Addresses Crowd, Advocating Early Opening Up of Alaska.

By M. M. MATTHEWSON.

Speaking before a Republican meeting in Junction Hall, at Ballard, last night, J. E. Frost, Republican nominee for congressman-at-large, declared that the bolter's platform had been stolen from the Socialists. He charged the big Bull Moose for his refusal to recognize the fact that the Morgan contributions for campaign purposes had been stolen from the Socialists. He insisted that the distinction drawn between "good" and "bad" trusts was devised solely for political purposes.

"The Bible says all men are liars," declared Frost, then referring to the Big Bull Moose he added: "I wonder if he has borrowed that expression from Holy Writ?"

Frost criticized the Democratic tariff attitude and the position that Woodrow Wilson has taken in the campaign, insisting that the Democratic tariff policy would mean a return to the tight money days of the early '90s.

Henry B. Dewey, who is running with Frost as a candidate for congressman-at-large, and who divided time with him at Ballard last night, gave most of his attention to the question of the development of Alaska. Both Dewey and Frost are committed to the immediate opening of Alaska for development.

Both speakers well received.

The Republican speakers were greeted by a good crowd at Ballard and both men were well received when they spoke.

Frost said in part:

"The Socialist leaders make the claim that the platform of the big bolter was largely stolen from them and a careful comparison confirms the claim. Much of it was stolen verbatim from the Socialist platform, the language not being changed even a little so as to avert suspicion of theft. The Socialists are angry, so is Bryan, who also cries 'Stop thief, you are stealing my work' out of the platform. The bolting platform doesn't do much but heap abuse upon our dear friends and dearest policies and promise a complete overthrow of our present system of government and the substitution of other forms, novel and untried in modern times, thus repeatedly bringing disaster upon the people foolish enough to try them in ancient times."

"The bolters denounce the Republican party with most bitter invective, then continue to use the name and attempt to steal the organization in both Kansas and California."

"I sometimes wonder whether the bolting party is a party of principle or of personality. Sometimes I wonder whether the bolting party would endure if in the silence of tonight, the Angel of the Darker Day should lay his cold hand upon their leader and beckon him across the river."

Questions Colonel's Sincerity.

"I sometimes wonder whether, deep down in the heart of the big Bull Moose, there really exists a deep and lasting sympathy for the oppressed of mankind. I sometimes wonder whether he believes things he says, or whether he merely hopes to stir up passions and prejudices to his own personal profit. I sometimes wonder if he is great enough to make a personal sacrifice for the good of his country, or whether he would sacrifice his country upon the altar of his personal ambition, if he thought the step necessary."

"I wonder what the Bull Moose would have had to say had J. P. Morgan contributed \$250,000 to President Taft's campaign fund, and if after his election he had forbidden his attorney-general to interfere in the merger of the Tennessee Coal & Iron Co. and during a real financial panic had turned over to Morgan more than \$20,000,000 of the people's money to use as he pleased until the panic was over?"

"The Bible says 'All men are liars.' I wonder if the Big Bolter borrowed the accusation from the Holy Writ? I wonder if he is the man who fulfills the prophecy of the great, gentle, far-seeing Lincoln who, more than half a century ago said: 'Genius disdains a beaten path. * * * It scorns to tread in the footsteps of any predecessor; and, if possible, it will have it whether at the expense of emancipating slaves or enslaving free men. It is unreasonable then to expect that some man possessed of the loftiest genius, coupled with ambition to push it to its utmost stretch, will at some time spring up amongst us? And when such an one does, it will require the people to be attached to the government and the laws, and generally intelligent, to successfully frustrate his designs."

Lincoln's Striking Warning.

"Distinction will be his paramount object, and although he would as willingly, perhaps more so, acquire it by doing good as harm, yet, that opportunity being past, and nothing left to be done in the way of building up, he would set boldly to the task of pulling down."

"If he is the man who fulfills the prophecy of the great, gentle, far-seeing Lincoln, he will be a man so violent of temper, so intemperate in habit, thought and speech worthy of the faith and trust of the American people."

"The Republican party insists that the tariff be placed upon things imported, the like of which we produce at home. If admitted free, would either curtail production at home or reduce the level of wages to that of the competing country. The Republican party insists that those things produced abroad which we do not produce at home, and which are necessary to the common people, be admitted free of duty and that all those articles of luxury imported for the pleasure of the few, be taxed, whether produced at home or abroad, be taxed."

"For instance, tea, coffee, cocoa, bananas and a thousand and one other things of common consumption are admitted free of duty, while high duties are imposed upon diamonds, lace, wines, liquors, cigars, etc., which are not commonly consumed or used by the common people."

"The Democratic standard bearer has pronounced in favor of free trade, but admits that free trade policies, put immediately into force, would be disastrous to both business and labor. He advocates taking up the tariff schedule, putting first one commodity upon the free list, then another."

Dewey Discusses Alaska.

Dewey devoted most of his time to the question of the immediate development of Alaska.

"This country lying to the north," he said in substance, "is destined to be transformed from a sparsely settled part of the federal domain to one of its richest and most prosperous sections. This development will come sooner or later, whether it be earlier or later will depend largely upon Congress—development may be retarded by failure of Congress to recognize the possibilities of this portion of our country."

"Today the greatest obstacle to obtaining recognition for Alaska is the lack of definite information concerning the territory and its resources. The average man, in Congress or out of it, looks upon Alaska as an ice-bound wilderness, inhabited by polar bears and Eskimos, and unsuited for higher civilization. The possibilities of Alaska, industrially and commercially, are as little appreciated, even by well-informed men as were the possibilities of Minnesota and the great Northwest in the days when Proctor Knott delivered his famous speech on Duluth."

"Alaska is anything but a wilderness. Its resources are simply stupendous—mining, fishing, agriculture, manufacturing and every form of industrial activity await only the investment of capital and labor and the enactment of legislation. The development of Alaska means more



Martin's Store is known to give Best Values Best Service.

Gloves and Hosiery for particular women.

Martins

HIGH-GRADE GLOVES, HOSIERY AND UMBRELLAS 1014 SECOND AVENUE Empress Theatre Bldg.

Art Calendars Xmas Cards

Trick & Murray ENGRAVERS 630-632 Burke Bldg.

DANCING HIPPODROME

Fifth and University. Seattle's Dancing Palace. 10-PIECE ORCHESTRA. ADMISSION FREE

for Puget Sound and the state of Washington than does any other question now pending in Congress."

SAYS HUSBAND SHOT

NORTH YAKIMA, Saturday, Oct. 12.—Because her husband put her out of their home and shot at her ten times with a shotgun, Mrs. Mary Lennox sued for and was granted a divorce yesterday by Superior Judge Thomas Grady, from H. P. Lennox, a bricklayer living on a fruit tract near Grandview.

Lennox, a black man, had been living two miles to get here this morning, she told the judge when he asked her if she had any money. She hadn't, she said. She had a new dress in three years, and she looked at a new black shirt and white waist she wore. "I have one other dress that I work in."

Is This Man Gifted With Strange Power?

Prominent People Say He Reads Their Lives as an Open Book.

Do You Want to Know About Your Business, Marriage, Changes, Occupation, Friends, Enemies or What to Do to Achieve Success?

TEST READINGS FREE TO ALL SEATTLE TIMES READERS WHO WRITE AT ONCE.



Attention of the mystically inclined seems to be centered in the present upon the work of Mr. Clay Burton Vance, who, although laying claim to no special gift of supernatural powers, attempts to reveal the lives of people through the slender clue of handwriting and birth-dates. The underlying accuracy of his revelations leads one to surmise that heretofore mystics, prophets, astrologers and seers of diviners beliefs have failed to apply the true principles of the science of divination.

Asked to explain the method by which he gives his "seats" to his clients, he replied: "I have simply resurrected an ancient science and moulded it into a key to human nature."

The following letter is published as evidence of Mr. Vance's ability.

Prof. Clayton Vance, Director of the "Societe Astronomique de France," member of the "Astronomische Gesellschaft," Germany, writes the following letter:

Dear Sir: I duly received your letter and am very pleased to hear that you are perfectly satisfied with your Reading. It is in nearly all the items as exact as it could be. It seems strange that you should refer to my suffering from throat trouble. I have just had a bad attack and usually have it two or three times a year. I shall certainly recommend you to my friends who desire a Life Reading.

Arrangements have been made to give free test Readings to all readers of The Times, but it is especially requested that those who wish to avail themselves of this generous offer make application at once. If you wish a delineation of your own life, if you wish a true description of your characteristics, talents and opportunities, simply send your full name, date, month and year of your birth (state whether Mr., Mrs., or Miss), and also copy the following verse in your own handwriting:

"Your power is marvellous. So people write. Please read to Mr. Clay Burton Vance, Suite 519-D, Palais Royal, Paris, France. I will send you an envelope 10 cents (stamp of your own country) to pay postage, clerical work, etc. Please send the 10 cents postage in return on letters posted to France. Do not enclose coins or silver in your letter,

MURPHY ATTACKED BY DEMOCRATIC OPPONENT

Custer Refers to Thuna Case in Denouncing Attitude Assumed by Occupant of Prosecuting Attorney's Office.

ASSAILS POLICY OF REPUBLICAN OFFICIAL

Declares He Would Not Favor Such Man if Thereby Able to Obtain Evidence on Which to Convict Satan.

In a speech last evening before the Wilson and Marshall Club of the Seventy-seventh Precinct George A. Custer, Democratic candidate for prosecuting attorney, declared for a high standard of efficiency in the conduct of the office. He said:

"I promise the people of King County that during my administration the office shall be conducted according to the highest standard of efficiency. We shall, for example, follow out the constitutional requirement that the accused be given a speedy trial. We shall see that offenders are brought to trial within the time prescribed by law and that the taxpayers of King County shall not be put to the expense of needless appeals to the supreme court."

Within the last two or three days the public press has been commenting upon the fact that notorious Peter Miller is about to escape imprisonment. You have read the facts. They are these:

John F. Murphy failed and neglected to bring the charge against Peter Miller for trial within the time prescribed by law.

The matter came before Judge James T. Ronald for hearing on a motion by the defendant to dismiss the case for this reason. Judge Ronald held, and rightly so, that the defendant Peter Miller had a right to a speedy trial within the sixty days as provided by law, and that the delay was due to no fault of the defendant Peter Miller.

Murphy's embarrassing position.

"The result is that John F. Murphy finds himself in this embarrassing predicament—he must either turn this man loose upon society or put the taxpayers of King County to the needless and reckless expense of an appeal to the supreme court of the state of Washington."

"So much for the efficiency of the present administration. I feel that I ought to tell you something about the white slave traffic. The federal government is starting a movement through grand juries who charge the white slave traffic is well organized. The guilty are hard to ferret out, and it is almost impossible to obtain evidence sufficient to assure a conviction."

"There was once in our midst—plying his trade and debauching our young womanhood—one Dick Thuna, master of that awful traffic, manager, manipulator and king of the 'white slaves.' He was apprehended, tried, convicted and sentenced. He tried to get a pardon. For some reason, as yet unexplained, John F. Murphy, the official charged with the duty of seeing that the judgment of the law was executed, signed a petition to the governor for the pardon of Washington asking the unheard-of and astounding favor of a pardon for this greatest of all criminals."

"He even asked the judge who tried the case to sign the petition and he said, 'Mr. Murphy, if I signed that petition I never could go home and look my family in the face again.'"

"Why did John F. Murphy assist this man escape? Why did he turn him loose in our midst and thereby give him another opportunity to continue his awful traffic? Was it for friendship for the man? God forbid. Was it because he does not believe such a man should be punished? Impossible. For what reason, then?"

"Mr. Murphy tells us it was in order that he might use the fellow for a stool pigeon in that a real criminal, possibly catch a greater criminal? Was it proper to turn him loose when he was safely incarcerated and he had been tried to catch another criminal? How could there be a reason for such conduct?"

"And yet men and women of King County are meeting and passing resolutions about the 'white slave traffic.' Some of the women are now asking the women of Seattle to vote for John F. Murphy, the man who turns the white slave loose."

Never Will Sign Petition.

"I promise you, men and women, that I shall never sign a petition for the pardon of a white slave; not even if he can furnish me evidence sufficient to convict Satan himself."

"I think the people of King County are opposed to such conduct in public office. I promise that when elected I shall be the people's lawyer and that no man shall be so weak that I would not enforce the law against him and no man so humble that I would not see him, talk with him and protect his rights."

You Can Bank On ZEMO, the New Cure for Eczema!

A 25c Bottle Will Prove It Absolutely.

Your skin will revel with joy the moment you apply the new remedy, ZEMO. It cures itching, burning, and ZEMO is a liquid. You rub it on the affected part, it sinks right in, and



"One Guess Is My Eczema Gone? YES, You Will! I Used ZEMO!"

then it's goodbye to every eczema sore, to all eczema pain, to pimples, blackheads and blotches, rashes, sores and prickly heat. Yes, they all go; they've got to go. Look in the mirror a few days after and you will realize that you have the greatest skin remedy ever in your possession. ZEMO is now clear, smooth and soft as silk. The skin! ZEMO is a marvel of freshness after shaving. Dandruff disappears too. ZEMO is safe, absolutely safe.

Use ZEMO for irritated, raw and inflamed skin; for cuts, sores and hives and feel the difference at once. Children can use it. It cures all skin afflictions will go wild over it.

ZEMO is sold at drug stores, in 25-cent and 51 bottles, or sent direct, on receipt of price, by E. W. Rose Medicine Co., St. Louis, Mo. Just try a 25-cent bottle first, and then, when you have proved its merits, get a 51 bottle, which contains six times as much as the 25-cent bottle.

Zemo is sold by druggists everywhere, and in Seattle by Swift's Drug Store, corner Second Avenue and Pike. Owl Drug Co., Bartlett's Five Drug Stores.



STYLE 14, BUSH & LANE PIANO, (Patented).

The Tone of a piano is the main point upon which you should base your judgment of its worth. Tone is found pre-eminently in the Bush & Lane Piano

Bush & Lane Piano

To be sure, Bush & Lane case designs have been so successful that other manufacturers have had to be prevented, by patents, from using them. But the Bush & Lane Tone Quality cannot be copied. It is the result of a life-time of study by one of the master minds of the piano industry.

Tone is the foundation of the great success of the Bush & Lane Piano

Whether you are a purchaser or not you should come into our store and hear that much talked of

"Bush & Lane Tone."

Wholesale Bush & Lane Piano Co. Retail

Seattle Store, 1315 Third Ave.

NEW DEMURRAGE RULES SERVED ON RAILROADS

Reciprocal Feature Designed to Protect All Shippers and to Relieve Car Shortage in Washington.

ALBERTSON ENJOINS SNOHOMISH PLANT

Fertilizer Factory Ordered to Cease Operations Because of Too Much Generosity in Its Odors.

August Hensgren, by the terms of an order signed by Judge R. B. Albertson, in the superior court, will be enjoined from further operating his fertilizer plant at Wells' Point, just across the Snohomish County line.

The order was issued by Deputy Prosecuting Attorney R. H. Evans, at the request of King County citizens, it is alleged that the odor from the plant was causing congestion in the state and expedite the prompt movement of freight. The rules will become operative and effective on and after November 5, 1912.

NEW DEMURRAGE RULES SERVED ON RAILROADS

Reciprocal Feature Designed to Protect All Shippers and to Relieve Car Shortage in Washington.

The public service commission of Washington yesterday promulgated and served upon all railroad companies in the state reciprocal demurrage rules designed to relieve car congestion and to protect all shippers in the state. These rules, imposing penalties upon the carriers for failure to furnish cars, will, it is believed, stimulate the railroad companies to greater efficiency in supplying cars for shippers and in forcing release of cars held by certain shippers for storage and other purposes.

The commission has received many requests from shippers in the last few weeks, urging the early announcement of rules of this character. Briefly summarized, the reciprocal demurrage rules announced by the commission provide:

(1) That all railroads must furnish cars to shippers when application therefor is made. The carriers are given seven days after the receipt of the application in which to furnish the car or cars, or give notice of the railroad company must pay to the shipper one dollar per car per day.

(2) It is obligatory upon carriers to transport freight offered for shipment at a rate of not less than fifty miles per day, except on certain branch lines and in case of irregular service, after arrival of same. Delay in placing the shipper for failure on the part of carriers to comply with this requirement.

(3) The carriers are required, within twenty-four hours after arrival of freight, to notify the consignees of such arrival, giving weight and amount of freight charges, together with identifying numbers, letters and initials of the consignee. Delay in placing the shipper for failure on the part of the carrier subjects it to reciprocal demurrage charges.

(4) Carriers are required to place loaded cars at an accessible place for unloading within twenty-four hours after arrival of same. Delay in placing cars for unloading subjects the carriers to demurrage charges.

(5) Under the commission's rules, the shippers are entitled to the demurrage charges within thirty days after written demand therefor.

(6) When any dispute arises between shipper, consignee and carrier with reference to the application of the reciprocal demurrage rules, the Public Service Commission adjusts the dispute, and such adjudication is binding upon all parties.

Chairman George A. Leo of the com-

Piles Quickly Cured at Home

Pyramid Pile Remedy Has Made the World Glad.

Many a bad case of piles has been cured by just a trial package of Pyramid Pile Remedy. It always proves its value and you can get the regular size 50-cent box from any druggist, but be sure you get the kind you ask for. Simply send your name and address to Pyramid Drug Co., 446 Pyramid Bldg., Marshall, Mich., and you will receive sample package of the great Pyramid Pile Remedy in plain wrapper, by return mail, all charges prepaid.

Save yourself from the surgeon's knife and its torture, the doctor and his bills. Pyramid Pile Remedy will do it, and thousands of testimonials tell you emphatically it is the world's remedy for piles.

The Seattle National Bank

Second at Columbia

of this Bank's stability is its board of real directors. By real, we mean men who direct—sound in judgment, experience and integrity, who are rigid in their supervision of the Bank's affairs as required by the laws of the United States Government. The board includes J. Furth, chairman; E. G. Ames, E. W. Andrews, R. V. Ankeny, Herman Chapin, Daniel Kelleher, J. W. Spangler and F. K. Struве.

ALL YOUR WANTS SUPPLIED READ THE TIMES WANT PAGES